



JUBAN ROAD WIDENING OPEN HOUSE PUBLIC HEARING



STATE PROJECT NOS. H.004634 & H.000464
FEDERAL AID PROJECT NOS. H004634 & H.000464
JUBAN ROAD WIDENING
I-12 TO US 190 (FLORIDA BOULEVARD)
LIVINGSTON PARISH, LOUISIANA

The Livingston Parish Literacy and Technology Center
9261 Florida Blvd. Walker, LA
October 13, 2015
4:00 – 7:00 p.m.

Thank you for attending the Open House Public Hearing for the widening of Juban Road within the proposed project area. In this handout you will find information about the proposed project, including a project description; a location map; aerial exhibits and typical sections; roundabout information; and the build alternative that was evaluated with a comparison of impacts. A comment form is also included.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. There will be no formal presentation.

As you enter the room, you will see six stations:

Station 1: Sign-in Table

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet. Copies of the Supplemental EA document are available at this table for review.

Station 2: Exhibits

This station will consist of roadway design plans super-imposed over aerial photographs that illustrate the potential limits of construction. Also shown are several graphics of the typical design sections that are proposed. The exhibit displays are divided between specific phases of the proposed project: Phase I (roundabout at US 190) and Phase II (widening of Juban Road), including the preliminary required right-of-way for the proposed widening. Potential relocations have been identified early on in the planning for the project and are shown on the project exhibits displayed this evening and in the aerial exhibits included in this handout.

Substation 2A: This station will show in closer detail Phase I (H.000464) of the proposed project area consisting of the construction of the roundabout at the intersection of US 190 and Juban Road.

Substation 2B: This station will show in closer detail Phase II (H.004634) of the proposed project area consisting of the widening of Juban Road from I-12 to US 190, the construction of two roundabouts, and the construction of new frontage roads.

Station 3: VisSim Animation

This station will have a computer animation showing vehicles traveling along the roadway, as well as videos of vehicles moving through existing roundabouts. You will be able to see how the intersections would operate. This station is located in the auditorium.

Station 4: Continuous PowerPoint Presentation

This short presentation, located in the auditorium, will explain the Supplemental Environmental Assessment (EA) process and provide an overview of the proposed Juban Road Widening Project. The presentation lasts approximately 15 minutes and will re-start automatically after a one-minute intermission.

Station 5: Real Estate Information Table

At this station, you will find information about the Louisiana Department of Transportation and Development (LDOTD) Acquisition of Right-of-Way and Relocation Assistance Program, which is administered under Louisiana law in compliance with the federal laws outlined in the "Uniform Relocation Assistance Act" as amended. If you do not have the brochure explaining the Acquisition of Right-of-Way and Relocation Assistance Program, it is available at this station or you can obtain one from the **LDOTD Real Estate Section, P.O. Box 94245, Baton Rouge, LA 70804-9245, telephone number (225) 242-4593.**

Station 6: Comment Table

At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a written comment form that you may use. Comments can be turned in during this hearing or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this hearing must be postmarked no later than October 23, 2015 to be included as part of the hearing transcript.**

We hope you will take advantage of this opportunity to provide input on the proposed widening of Juban Road. Thank you for attending this hearing and for providing input.

PROPOSED PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LDOTD), in conjunction with the Federal Highway Administration (FHWA), is proposing to widen Juban Road from I-12 to US 190 (Florida Blvd) in Livingston Parish, LA. The widening would be along the existing center line of the roadway with additional required right-of-way on both sides. In addition, the project includes the construction of three roundabouts, frontage roads, shared-use bicycle/pedestrian paths, and traffic access management measures. Some residential and business relocations will occur. The total length of construction of the proposed project is approximately 1.2 miles.

The proposed project was originally part of an Environmental Assessment for the Juban Road Interchange at I-12, which was approved by FHWA in September 2002. At that time, LDOTD's proposed widening of Juban Road from I-12 to US 190 consisted of the construction of four travel lanes; a continuous center turn lane; and curb and gutter drainage. That alternative has been dropped from further consideration because LDOTD now requires any multi-lane roadway to be constructed with a median, which excludes a continuous center turn lane. The proposed project now calls for the upgrade of the existing roadway with a new roadway that meets current design criteria, which includes the Department's Access Management Policy and Complete Streets Policy.

ENVIRONMENTAL ASSESSMENT PROCESS

A Supplemental Environmental Assessment (EA) document is being prepared for this project. There are several steps involved in the preparation of an EA:

- ✓**DONE** 1. Document Purpose and Need of Project
- ✓**DONE** 2. Develop Reasonable and Feasible Build Alternative to Address Need
- ✓**DONE** 3. Evaluate Effects of Build Alternative to Community and Environment
- ✓**DONE** 4. Summarize Evaluation in Supplemental EA
- NOW** 5. Hold Public Hearing on Supplemental EA
- NEXT** 6. Prepare Final Supplemental EA with Finding of No Significant Impact (FONSI)



Figure 1. Project Location Map

PURPOSE AND NEED

The Purpose and Need of the project is to upgrade the capacity of Juban Road from two lanes to four lanes to relieve traffic congestion and improve access to Interstate 12, and to modify the Juban Road intersection with US 190 (Florida Boulevard) as required to improve traffic operations.

BUILD ALTERNATIVE

The Build Alternative currently being proposed and the No Build Alternative were presented at the public meeting held on April 30, 2013. Currently, one Build Alternative is being proposed to move forward for further consideration. Juban Road would be widened from two lanes to four lanes with a 5-foot wide raised median. Ten-foot bicycle/pedestrian shared-use paths are included on both sides of roadway. Three roundabouts would be constructed: one located just north of I-12; one located mid-way along the project corridor approximately 1,600 feet south of US 190; and one located at the intersection of Juban Road and US 190. Curb and gutter with subsurface drainage would be installed along Juban Road and US 190.

The proposed project would be constructed in two phases. Phase I of the proposed project H.000464 consists of the construction of the roundabout at the intersection of US 190 and Juban Road; US 190 would be widened from two lanes to four lanes as it approaches the new roundabout. Phase II of the proposed project H.004634 consists of the widening of Juban Road from I-12 to US 190, the construction of two roundabouts, and the construction of new frontage roads parallel to Juban Road east and west of the center roundabout. The Build Alternative would minimize impacts to the extent practicable while meeting the purpose and need of the project.

Other project features:

- The Access Management Policy, through the use of raised medians; right-in / right-out only from driveways and adjacent roadways; and median openings allowing U-turns and left-in turns, will mitigate impacts to safety performance and improve traffic flow along LA 42.
- The Complete Streets Policy, through the construction of sidewalks and a shared use path, will improve the quality of life of the people in the community.
- Minimal relocation of residential, commercial, and community structures.
- Minimal acreage of wetlands and other waters impacted.
- Upgrade Juban Road to current design criteria.

COMPARISON OF IMPACTS BY ALTERNATIVE

Evaluation Measure	Units	No-Build	Build
Relocation Impacts ¹			
Residential Relocations	Each	0	15
Commercial Relocations	Each	0	2
Vacant/Unused Structures	Each	0	2
Other Relocations	Each	0	0
Frontage Impacts			
Residential Properties	Each	0	75
Commercial Properties	Each	0	15
Community Properties	Each	0	0
Potential Environmental Risk Sites			
Underground Storage Tanks with Known Owner	Each	0	0
HREC ² with Known Owner	Each	0	0
Inactive without Known Owner	Each	0	0
Oil and Gas Wells	Each	0	0
Natural Environment			
Wetlands	Acres	0	8.665
Other Waters of the U.S.	Acres	0	0.113
Stream Crossings	Each	0	1
Scenic Streams	Each	0	0
Sole Source Aquifer Impacts	Acres	0	0
Protected Species	Each	0	0
Prime and Unique Farmland	Acres	0	0
Coastal Resources and Essential Fish Habitat	Each	N/A	N/A
Cultural Resources			
Properties Eligible for or Listed on NRHP ³	Each	0	0
Properties Not Eligible for NRHP ³	Each	0	0
Section 6(f) Properties	Each	0	0
Noise ⁴			
Anticipated Receptors Impacted in 2034	Each	34	32

¹Potential takings are identified on the aerial photographs found in this handout and on the large-scale exhibits available for viewing at this hearing. A listing of anticipated relocations can be found on the following page of this handout.

²Historical Recognized Environmental Condition

³National Register of Historic Places

⁴Noise abatement measures were not found to be reasonable or feasible and are not being proposed as part of this project.

¹LISTING OF ANTICIPATED RELOCATIONS BUILD ALTERNATIVE

Listing of Anticipated Relocations Build Alternative

Station Number	Parcel Number	RESIDENTIAL			NON-RESIDENTIAL	
		Location	Style	Other Structure	Name	Address
181+95	3-5	Juban Road	Mobile Home			
182+40	3-5	Juban Road	Mobile Home			
183+50	3-5	Juban Road	Mobile Home			
183+75	4-2	Juban Road	Single Family Home			
192+50	5-6	Juban Road	Single Family Home			
197+15	5-9	Juban Road	Single Family Home			
198+40	6-2	Juban Road	Single Family Home			
200+10	6-4	Juban Road	Single Family Home			
189+75	12-1	Juban Road	Single Family Home			
189+75	12-1	Juban Road		Building		
52+50	12-1	West Frontage Road	Mobile Home			
51+50	12-1	West Frontage Road	Mobile Home			
189+25	12-2	Juban Road	Single Family Home			
189+50	12-3	Juban Road	Single Family Home			
23+75	14-2	East Frontage Road	Single Family Home			
25+25	14-3	East Frontage Road	Single Family Home			
26+50	14-6	East Frontage Road		Building		
27+60	10-3				SilkyScreens	8468 Florida Blvd
28+20	10-4				C & M Outdoor Power Equipment	8472 Florida Blvd

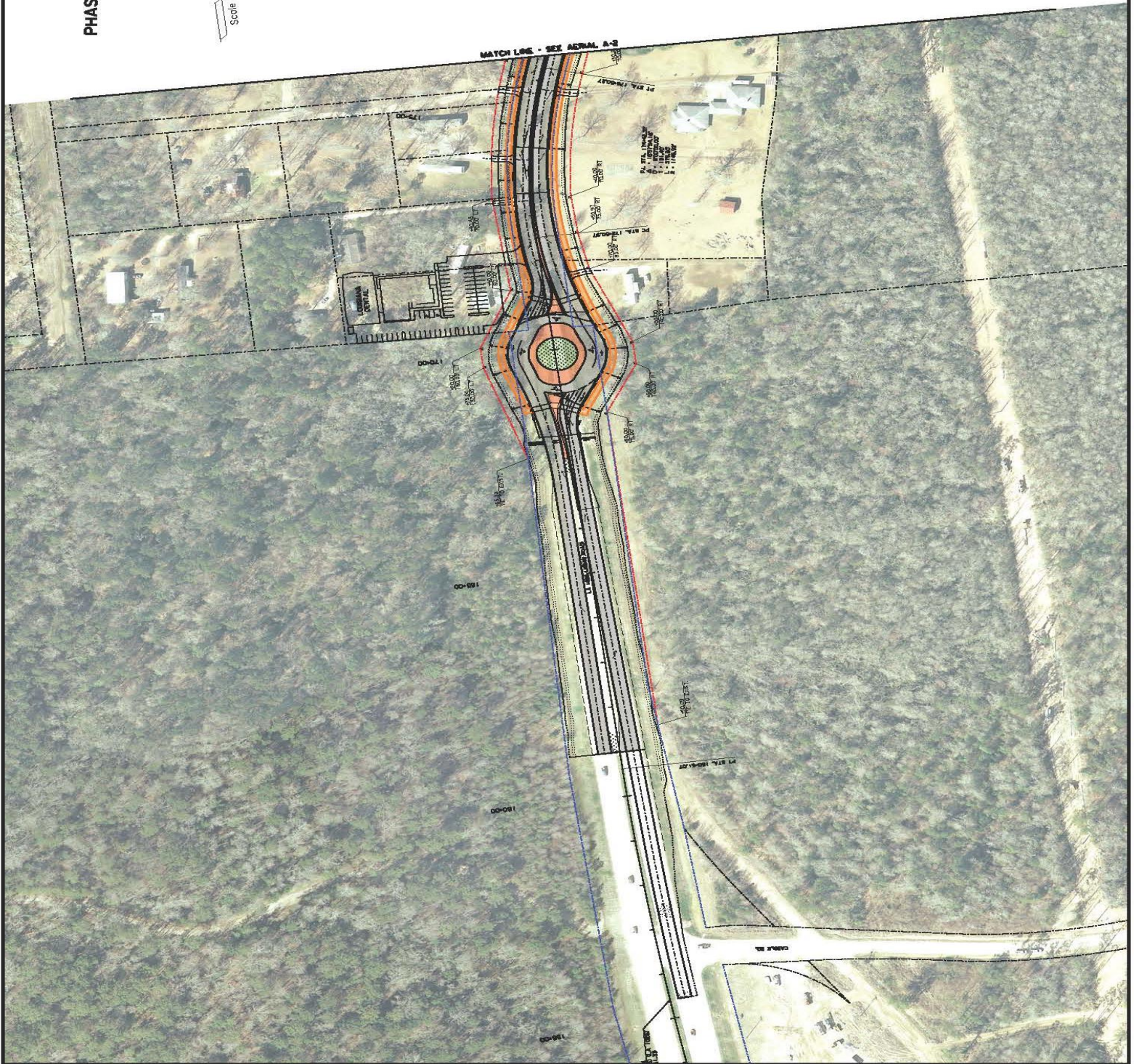
ESTIMATED COSTS OF PROPOSED PROJECT

Estimated Cost	Build Alternative
Construction	\$ 12,328,320
Right-of-Way and Relocation	\$ 7,028,400
Utility Relocation	\$ 2,650,000
Estimated Total	\$22,006,720

AERIAL A-1
PUBLIC HEARING
PHASE II - JUBAN ROAD (LA 1026) WIDENING
(11-12 TO US 190)
STATE PROJECT NO. H-004634
LIVINGSTON PARISH, LA

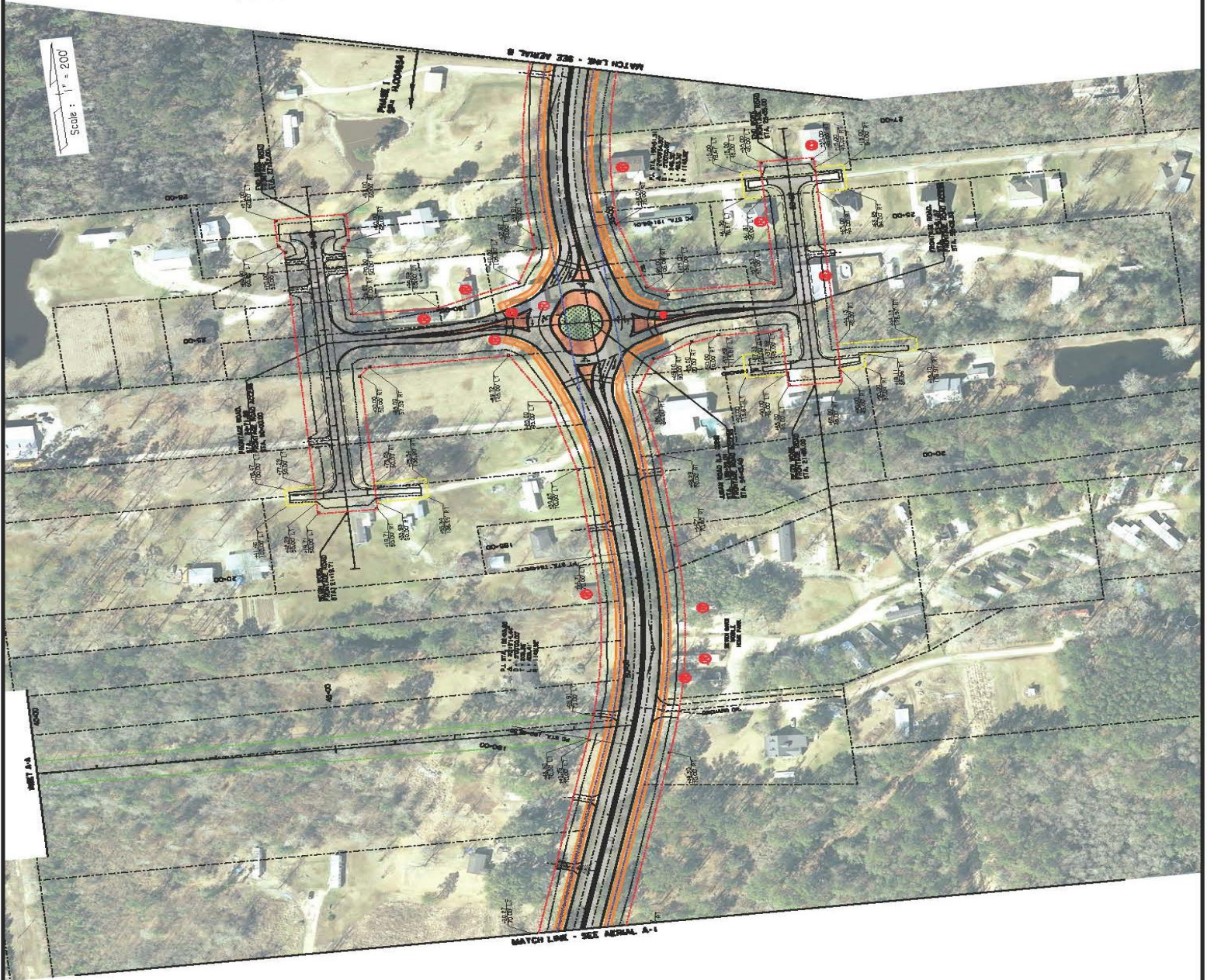
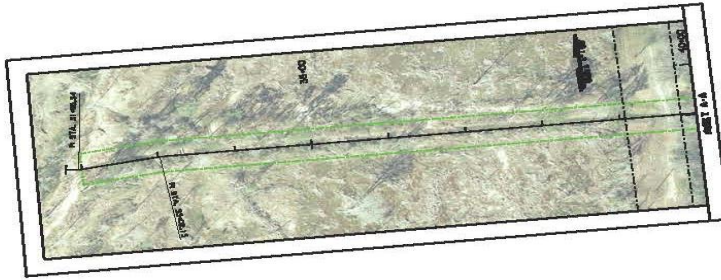
- LEGEND**
- BOUNDARY CENTER ISLAND
 - PAVEMENT
 - RAISED MEDIAN
 - SEPARATING
 - BASED CONCRETE TRUCK
 - PAVED AND CENTER ISLAND
 - POTENTIAL BUSINESS TAKING
 - POTENTIAL RESIDENTIAL TAKING
 - POTENTIAL OTHER TAKING
 - REQUIRED RIGHT OF WAY
 - REQUIRED DRAINAGE SERVICE
 - LIMITS OF CONSTRUCTION
 - EXISTING RIGHT OF WAY
 - TEMPORARY CONSTRUCTION SERVICE

Scale : 1" = 200'



AERIAL A-2
PUBLIC HEARING
PHASE II - JUBAN ROAD (LA 1026) WIDENING
(1-12 TO US 190)
STATE PROJECT NO. H.004634
LIVINGSTON PARISH, LA

- LEGEND**
- ROUNDABOUT CENTER ISLAND
 - PHASE I
 - RAISED MEDIAN
 - SIDEWALK
 - PAVED CONCRETE TRUCK
 - PAVED CONCRETE TRUCK
 - POTENTIAL BUSINESS TAKING
 - POTENTIAL RESIDENTIAL TAKING
 - POTENTIAL OTHER TAKING
 - REQUIRED RIGHT OF WAY
 - REQUIRED DRAINAGE SERVICE
 - LIMITS OF CONSTRUCTION
 - EXISTING RIGHT OF WAY
 - TEMPORARY CONSTRUCTION SERVICE





U.S. Department of Transportation
Federal Highway Administration

COMPLETE STREETS AND ACCESS MANAGEMENT

LDOTD has adopted a Complete Streets Policy and an Access Management Policy for the construction of new roadways.

COMPLETE STREETS

According to the provisions of the Complete Streets Policy, on all new and reconstruction roadway projects, LDOTD will plan, fund, and design sidewalks and other pedestrian facilities determined by the context of the roadway and LDOTD will provide bicycle accommodations appropriate to the context of the roadway.

The benefits of adopting the Complete Streets Policy include safety improvement, mobility and safety for children, mobility for disabled Americans, mobility for older Americans, promotion of active living, support of environmental policies aimed at reducing emissions, support for economic development, and lower household transportation costs.

ACCESS MANAGEMENT

Access Management is the careful planning of access connections to roadways and highways. Access connections can include driveways, streets, and other means of connecting to a roadway.

The policy would be implemented through the use of a raised median and right-in/right-out only turns (i.e. no left-out turns) from connecting streets, business driveways, and personal driveways onto Juban Road. Three roundabouts would be constructed along the route. Other turning movements would be routed through one of the roundabouts. Drivers wishing to turn left onto Juban Road would be required to first turn right, then travel to the next roundabout.

New frontage roads, which would be constructed parallel to Juban Road east and west of the second roundabout, are proposed. The frontage roads would enhance access to existing properties and provide opportunities to support future development. Some driveways along Juban Road would be closed and affected properties would be able to use the new frontage roads to access Juban Road through the new roundabout.

The continuous PowerPoint presentation and the exhibits shown tonight are available on the LDOTD website at wwwapps.dotd.la.gov/administration/public_info/projects/

The following pages present facts about roundabouts, aerial plan views, and typical section drawings for the proposed project.

A comment form is also attached.

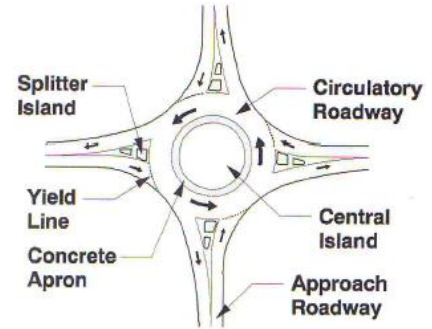
ROUNABOUTS FACT SHEET

Why have Roundabouts been Included in the Project?

What is a roundabout?

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.

In a roundabout, traffic flows around a center island in a counterclockwise direction. A roundabout redirects some of the conflicting traffic movements, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



What are the advantages of roundabouts?

A well-designed roundabout can improve safety, operations, and aesthetics of an intersection. Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes and operation is improved by smooth-flowing traffic with less stop-and-go than a signalized intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement.

What do statistics from the Federal Highway Administration (FHWA) say about roundabouts?

Roundabouts save lives by:

- Reducing fatalities by up to 90%;
- Reducing injury crashes up to 76%;
- Reducing pedestrian crashes up to 30% to 40%;
- Creating up to 75% fewer conflict points than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.

Roundabouts save money by:

- Reducing road electricity and maintenance costs by an average of \$5,000 per year;
- Eliminating the costs to install and repair signal equipment;
- Providing a 25-year service life when compared to the ten-year service life of signal equipment;

Roundabouts provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized intersections, thus decreasing fuel consumption and carbon emissions. Fewer stops and hard accelerations mean less time idling.

How are modern roundabouts different than traffic circles and rotaries?

Modern roundabouts are significantly different than older style traffic circles and rotaries in how they operate and are designed:

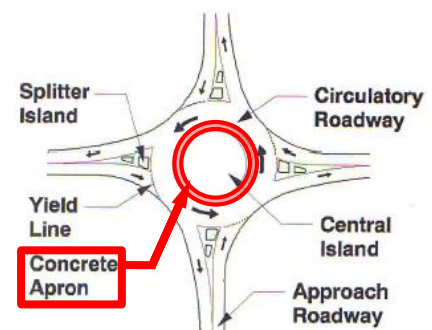
- Rotaries and traffic circles may have two-directional flow and are typically much larger than the modern roundabout.
- The compactness of a modern roundabout helps keep speeds low and makes it easier for drivers to stay oriented and judge the speed of the vehicles before entering the roundabout.
- Modern roundabouts require entering traffic to yield not merge at all entries, whereas traffic circles and rotaries may require circulating traffic to yield to entering traffic.

What are the general principles of using a roundabout?

- Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it’s a simple matter of making a right-hand turn onto a one-way street.
- Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.

Can roundabouts accommodate larger vehicles?

Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks, and eighteen-wheelers. Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.



PUBLIC HEARING RIGHT-OF-WAY INFORMATION (FOR PROJECTS WITH RELOCATION)

Detailed information on Right-of-Way Acquisition and Relocation Assistance may be found in the Right-of-Way Acquisition brochure.

It is the objective of the Louisiana Department of Transportation and Development (the Department) to pay just compensation for all properties required for the project. Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property. This will provide owners an opportunity to point out things that may be important to the evaluation of the property.

After the evaluations have been reviewed by a review appraiser and approved by the Department, a Real Estate Agent will contact each property owner. S/he will present a letter setting forth the amount of the Department's cash offer for the purchase of the property. S/he will also explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

In addition, the Department will have an Agent contact all families and businesses being displaced by this project to explain relocation assistance. Relocation Assistance includes advisory services and payments. Advisory services shall include current and continuing information on the availability and prices of comparable decent, safe, and sanitary dwellings, comparable commercial properties, and locations for displaced businesses; supplying information concerning finance charges; and Federal and State programs offering assistance to displaced persons.

Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property. These are moving expense payments, replacement housing payments, and business re-establishment expense payments.

Moving expense payments will be made to any individual, family, or business in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department.

The amount of the payment to residential displaces will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure.

Displaced businesses, farms, and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move. Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses. Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 or more than \$40,000.00. Moving payment information for businesses may be found beginning on Page 22 of the brochure.

Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows: first, you must be occupying the property at the start of negotiations; second, you must have been there at least 90 days; and third, you must move into decent, safe, and sanitary replacement housing. The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.

Applicants for a relocation payment have the right to appeal the Department's determination of their eligibility for payment and/or the amount of payment. Appeals must be submitted to the Right of Way Regional Manager or Right of Way Consultant Project Manager within 60 days after the applicant has been notified that his claim has not been approved. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the Department. The notice will indicate the specific date the property must be vacated. No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe, and sanitary replacement housing is made available within the general area of the project. The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means. Replacement housing must be fair, open, and offered to all persons regardless of race, color, religion, sex, or national origin.

Prior to the negotiating for purchase of your property, a Representative of the Department will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating. If you do not have the brochure explaining the Department's Acquisition of Right of Way and Relocation Assistance Program, it can be obtained from the Region 04 Real Estate Office, P.O. Box 94245, Baton Rouge, LA 70804-9245, telephone number (225)242-4593. We suggest you read the available brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region 04 Real Estate Office at the aforementioned telephone number.

A SPECIAL WORD OF CAUTION – Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move or purchase replacement housing without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

An LDOTD representative is available at Station 5 – Real Estate Information Table to answer any questions pertaining to Right of Way Acquisition or Relocation.

THANK YOU



FOLD HERE

PLACE
STAMP
HERE

Louisiana Department of Transportation and Development
Environmental Engineering Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245